





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901.

Hongkong, 3rd September, 1901.

THE

ROBINSON PIANOFORTE CO.,  
LIMITED.All the best known makes kept in Stock.  
The Greatest Assortment of Musical Instru-  
ments in the Far East.  
Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901.

[953c]

CLUB WHISKY.  
\$12 PER DOZEN.F. O. S. WHISKY.  
\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE &amp; CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901.

[952c]

SALE! SALE!! SALE!!!  
MONDAY, Sept. 2nd and following days.REMNANTS, ODDMENTS AND SOILED  
GOODS, MUST BE CLEARED.

GREAT BARGAINS, ENORMOUS REDUCTIONS

AT

WILLIAM POWELL,  
LIMITED.Ladies' and Children's Department—  
12 dozen Straw Hats, all Shapes ..... 25 cents each.  
25 " Children's White Cotton Socks and Hose ..... 25 " pair.  
10 " Sprays of Flowers ..... 25 " spray.  
12 " Ladies' and Children's White and White with Coloured  
Stripe Hose ..... from 30 " pair.  
8 " pairs Corsets, all Sizes .....  
5 " Ladies' White Gause and Merino Vests. Soiled Court Shoes. 31 pair.  
GENTLEMEN'S Tan Cotton Half Hose, at ..... 35 cents pair.  
&c., &c., &c.The above mentioned goods are only a few of the wonderful Bargains to be presented  
for sale during the first week in September.

[955c]

R. G. HECKFORD, Manager.

OLD MATURED  
JOHN WALKER WHISKY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 2nd July 1901.

[976c]

To-day's  
Advertisements.

## NOTICE.

PUNJON MINING CO., LIMITED.  
THE OFFICE of the Company has this  
day been REMOVED to No. 43,  
DEACONSFIELD ARCADE, FIRST FLOOR.  
W. H. GASKELL,  
Secretary.  
Hongkong, 3rd September, 1901. [966c]FOR SHANGHAI, CHEFOO, VLADIVO-  
STOCK, ALSO PORT ARTHUR.  
(If sufficient inducement offered.)  
THE Steamship"PROTECTOR,"  
will be despatched for the above Ports, TO-  
MORROW, the 4th instant, at Noon.  
For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 3rd September, 1901. [950c]DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship  
"HAITAN,"  
Captain Roach, will be despatched for the  
above Ports, on THURSDAY, the 5th instant,  
at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 3rd September, 1901. [964c]NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for Countersignature,  
and to take immediate delivery of their Goods  
from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.DODWELL & Co., LIMITED,  
Agents.

Hongkong, 3rd September, 1901. [4]

To-day's  
Advertisements.SHEWAN, TOMES & CO.'S  
NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"  
Captain ..... will be despatched for the  
above Port, on or about the 13th instant.  
To be followed by the  
S.S. "ANAPA,"  
about 15th October, 1901.For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 3rd September, 1901. [871c]

"HARKER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "SATSUMA,"  
FROM NEW YORK, STRAITS AND  
MANILA.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 10th instant, will be  
subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 10th  
instant, or they will not be recognized.All broken, chipped, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 3rd September, 1901. [955c]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

## WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

Per Case 1 dozen.

A.—SUPERIOR PALE DRY,  
Dinner wine, Green Seal Cap-  
sule ..... \$10.80C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule ..... 12.00G.O.—SUPERIOR OLD PALE  
DRY, NATURAL SHERRY, Red  
Seal Capsule ..... 12.00D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule ..... 14.40E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) ..... 20.40In addition to wines of our own  
bottling, the following brands, bot-  
tled in Europe, have been specially  
selected, and procured from the cele-  
brated firm of Messrs. GEO. G.  
SANDEMAN, SONS & Co., of Lon-  
don and Oporto, for whom we have  
been appointed Sole Agents.LIGHT DRY ..... \$17.00  
SOLEIRA ..... 25.00  
VERY PALE DRY ..... 25.00  
FULL GOLDEN ..... 30.00  
PALE DRY NUTTY ..... 32.00  
FINE OLD BROWN ..... 42.00A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 3, 1901.

## NOTES AND COMMENTS.

Prince Chun and the Kaiser.

It is now very evident that the hitch  
which has occurred between Prince Chun  
and the German Emperor is over the ques-  
tion of kowtow, or, in other words, upon a  
point of etiquette. The Chinese tell us that  
if Prince Chun kowtows to the KAISER,  
it is equivalent to acknowledging himself to  
be subject to him, which he most certainly  
is not. Were China a tributary state of  
Germany, then Prince Chun would have to  
kowtow, but as China is an independent  
State and Prince Chun happens to be a  
prince of the blood, kowtowing to the Ger-  
man, or any other Emperor is naturally out  
of the question. According to Chinese  
etiquette, we are told, no royal personage  
kowtows to another, but that sometimes the  
two who happen to be meeting kowtow to-  
gether, when of course the compliment im-  
plied is mutual. Thus, say the Chinese,  
if the German Emperor would kowtow toPrince Chun at the same time, the whole  
difficulty might be overcome, but that it is  
utterly out of the question, according to  
Chinese etiquette, for one or the other to  
kowtow alone. The mere fact of  
Prince Chun kowtowing to the German  
Emperor would mean that China was  
inferior to Germany in the scale of  
nations or was a tributary state, hence the  
act of homage would be misplaced. It  
seems rather a small thing to differ upon,  
but to anyone who is aware of what a great  
importance the Chinese attach to the pre-  
servation of "face" it will be quite apparent  
that Prince Chun is, from the Chinese point  
of view, in the right. Anyhow a deadlock  
has been arrived at and we don't suppose that  
anything more can be done until one or the  
other of the two persons concerned gives  
way. A Shanghai paper, we note, talks of  
compelling Prince Chun to kowtow and be  
paraded through the streets of Berlin, but  
we fancy that our Northern contemporary  
forgets that the little contreforts is taking  
place in civilized Europe and also that  
Prince Chun has not, as yet, entered the  
German dominions. Even were he in Ger-  
many itself the Emperor could not compel  
him to do anything against his will, for  
such an act would be a breach of interna-  
tional etiquette, which cannot be lightly  
disregarded.

## The House-tax.

As will be seen from the letter of our  
Canton Correspondent, the new house-tax  
which is to be shortly collected from the  
people of the Two Kwangs, on the pretext  
that the money derived from it is to be  
expended in paying the indemnities de-  
manded by the various Powers, is as unpopu-  
lar as ever. The Southern Chinese fail to see  
why they should be taxed for the sins of  
their northern countrymen and they very  
pertinently argue that they have already  
paid all the indemnity demanded from  
them, referring of course, to the compen-  
sation demanded and paid for the destruc-  
tion of mission property last year. They do  
not see that it is the whole country that is  
paying for the sins of its Government, but  
look upon this house-tax as a further in-  
demnity demanded from them for the dam-  
age done last year in Southern China, or  
as a tax for the sins of the Northerners.It is really not very surprising to find  
them taking this view, for it must not be  
forgotten that the Southern Chinese were in  
as much danger in the North last year as  
were the foreigners. The Boxers regarded  
them as allies of the foreigners and laid  
the whole blame of the advent of the Euro-  
peans upon them, for they argued that it  
was the Cantonese who first commenced to  
trade with the outer barbarians and that had  
they, the Cantonese, refused from the first  
to have anything to do with foreign  
merchants they would never have gained a  
footing in the country. This being the case  
it is easily seen that the Southern Chinese can  
hardly be expected to cheerfully submit to  
the payment of a tax which they regard as  
justly due from the Northern Chinese, who  
committed outrages on foreigners and their  
Southern countrymen without distinction.  
And apparently the villagers look upon  
the Christians as the cause of all this taxa-  
tion. They seem to be classed everywhere  
with the foreigners, until one wonders whether  
or no the Chinaman looks upon the adop-  
tion of the Christian religion as equivalent  
to becoming a naturalized subject of the  
country to which the missionary of the parti-  
cular sect which the convert joins may  
happen to belong.

## REUTER'S TELEGRAMS.

THE THIBETAN MISSION  
TO RUSSIA.

LONDON, September 1st.

The Times' Moscow correspondent says  
that the departure of the Tibetan mission  
is shrouded in mystery. It is believed to be  
returning overland, escorted through Mon-  
golian Russia by a force consisting largely  
of intelligence officers, serving nominally in  
the ranks.SOUTH AFRICA—MORE TRAIN  
WRECKING.A train was blown up by the Boers on the  
31st ultimo to the south of Samanskraal.  
250 of the enemy immediately rushed to the  
wreckage, and fired the trucks.Major Vandeleur of the Irish Guards was  
killed, the other casualties are not reported.

## MR. KRUGER AND THE TSAR.

Dr. Leyds has failed to obtain an inter-  
view for Mr. Kruger with the Tsar on the  
occasion of the latter's visit to France.

LATER,

SOUTH AFRICA—THE RECENT  
TRAIN WRECKING.In addition to Major Vandeleur, killed in  
the recent blowing up of a train, nine men  
were killed and seventeen wounded.PRINCE CHUN'S MISSION  
TO GERMANY.A telegram received from Basle says there  
is no sign of a settlement of the mission dis-  
pute. The Chinese declare that they would  
rather die than perform the humiliating  
kowtow before the German Emperor.

## LOCAL AND GENERAL.

H.M. cruiser "Dido" left the harbour this morn-  
ing for a steam trial trip. She will return to  
her moorings this evening.A CASE of death is reported from West  
Point of a young woman, it is supposed from  
excessive opium smoking.H.M.S. "Phoenix" has gone to Canton, where  
she will remain, we presume, until such time  
as the obnoxious house-tax has become less  
of a cause of anti-foreign feeling.COTTAM & Co.'s LATEST SHAPES IN  
LINEN COLLARS.THE returns of the number of visitors to the  
City Hall Library and Museum, for the week  
ended 31st August are—

	Library	Museum
Non-Chinese	399	59
Chinese	89	1,820
Totals	398	1,889

PRIVATE advices from Port Arthur, says a  
recent China Gazette, state that while boring  
for water to the North-east of the town a vein  
of gold-bearing quartz of what seems fabulous  
richness was struck by the Russian military  
engineers, and the authorities have stationed a  
strong guard in the vicinity of the discovery to  
keep off prospectors.A SEATTLE cable of Aug. 1st says:—A re-  
markable phenomenon is reported from the  
Apostle Islands, off Chequamegon Bay. Steam  
boat Island, one of the group, disappeared  
some time during the recent storm and now  
lies several feet under water in the form of a  
rocky reef. The island formerly stood some  
distance above the level of Lake Superior, was  
of sand rock and supported a heavy growth of  
trees.SOME of the officers of the Cosmopolitan  
Dock entertained a party of friends on Sunday  
with a launch picnic. The Cosmopolitan  
Dock picnics have become a standing ex-  
ample of how an outing should be managed.  
For completeness of detail, absence of all  
ostentatiousness and whole hearted hospitality  
the Dock ranks second to none. A most  
enjoyable afternoon was spent cruising round,  
everyone returning in the best frame of mind  
possible.ANOTHER story of the wrecked *Sobraon*. The  
*Singapore Free Press* says that Captain Vibert  
of the P. and O. *Caramandel*, who went to the  
assistance of the *Sobraon*, had a strange  
adventure while investigating alone down in  
the hold of the wrecked vessel. He opened a  
door, and immediately a great crowd of rats,  
large, fleet-footed, and of ferocious mien made  
for the unlucky captain, in one savage rush.  
To escape the fate of Bishop Hatto he felt it  
his duty to turn and run. Hunger had put the  
taste of the cannibal into the palates of the  
brutes, and they would most certainly have  
made a merry meal of Captain Vibert, uniform  
and all, if he had tarried with them. We, how-  
ever, don't quite see why our contemporary  
should compare Captain Vibert to a rat.WE don't know if the Ferry Company intend  
to regulate the thickness of the thighs of their  
European passengers, but it looks as if they  
intended something of that sort. On both  
the Kowloon and Hongkong Wharves most  
wonderful gateways have been erected, through  
which a moderately thin-legged man can just  
squeeze by turning sideways. Above and be-  
low the gateway is of normal width, but two  
large wooden buffers jut out just above the  
level of your knees and force you to negotiate  
the passage by waddling sideways, like a crab.  
A fat man certainly couldn't get through; even  
the Chairman of the Ferry Co. would be liable  
to stick and no lady could pass. Per-  
haps this straight and narrow path is intend-  
ed to weed out alcoholically undesirable  
passengers.THE *Manila Times* of the 29th ult. says:—  
For the second time in the history of the Ameri-  
can Navy, three Admirals' pennants fly from  
the mast head of three flagships in Oriental  
waters. The first time was in the harbor of  
Yokohama, when Admirals Remy, Kempff  
and Watson met in their respective ships, the  
*Brooklyn*, *Newark* and *Baltimore*. The second  
time was the arrival of the cruiser *New York*  
yesterday at Cavite with Admiral Rodgers, from  
Yokohama, where he was the guest of honor  
at the unveiling of the Perry monument. Three  
pennants now fly in Manila Bay.—Admiral  
Remy's on the *Brooklyn*, Commander in Chief  
of the Asiatic Squadron; Admiral Rodgers' on  
the *New York*, second in command; and Ad-  
miral Kempff, on the battleship *Kentucky*, third  
in command. The three flags in the order of  
their rank are blue, red and white. This in-  
teresting event will only be of short duration  
as Admiral Remy will leave soon for an in-  
spection of the island ports and Admiral Kempff  
sails next week for northern waters.THERE appears to be a curious impression  
floating about amongst the Singapore Chinese  
as to the destiny of Prince Chun, now on his  
mission of reparation to Germany in apology  
for the death of Baron von Ketteler. It seems,  
from enquiries addressed to us, that there is  
current amongst the Chinese a belief that  
Prince Chun will never return to China, but  
that, his official expiation being accepted at  
Berlin by the Kaiser, he will be mysteriously  
dealt with and interned for life in some  
gloomy Prussian fortress. In fact they look  
upon Prince Chun as walking, fly-like, into  
the parlor of the German spider, over  
whose portals should be inscribed "Abandon  
hope all ye who enter here!" The impression  
given above is of course supremely absurd, but  
it possesses a quaint realism as indicating the  
trend of the Chinese mind towards an eye-  
for-eye, tooth-for-tooth policy of retaliation,  
and as showing what course they would be-  
lieve to be natural and justified on the part of  
Kaiser William, in view of the murder of his  
representative Minister at Peking. Whether  
the effort to disabuse the Chinese of their  
suspicion really succeeded or no, they appeared  
to accept readily enough the assurances offered  
them that the person of Prince Chun as an  
Imperial envoy was inviolate, that he would  
receive every courtesy and hospitality, that he  
would visit many lands and great cities, and be  
treated everywhere as an honoured guest,  
returning in due time to his own country, well-  
pleased with an interesting and eventful tour.

Singapore Free Press.

THE bodies of a man and woman (Chinese)  
were admitted to the mortuary yesterday. It  
is surmised they died from fish poisoning.  
They were known to have eaten some fish  
about 9 a.m. on the 1st instant and died at 1  
p.m. on the same date.THE Boers appear to be adept at train  
wrecking, and by adopting such methods they  
can certainly worry the British forces to a very  
great extent. But one of these days a few of  
these train wreckers will be caught in the act  
and, we hope, hanged *four encourager les  
autres*. Then perhaps train wrecking will be  
voted a somewhat less amusing occupation  
that it appears to be considered at present!  
It is high time that we made a few examples  
of some of these folk.THE *China Gazette* adds the following note  
to the telegram referring to Prince Chun's  
obstinacy:—The truth of the matter, we im-  
agine, is that Prince Chun is kicking against  
being dragged as a captive behind Caesar's  
chariot through the streets of Berlin to the  
accompaniment of German brass bands and  
prancing field-m Marshals and he will have to be  
stirred up sternly with the "mailed fist" before  
he moves. Perhaps on the other hand, the  
poor young man, who is not used to rich food,  
finds the *sauerkraut* disagrees with his delicate  
digestion! Any way, it is pretty plain the  
grand triumphal procession through Berlin is  
not working as smoothly as expected. Chun  
evidently won't process worth a cent until he is  
forced.EX-ALDERMAN BAUMERT, of New York,  
in order to relieve the tedium of a recent voy-  
age from that city to Hamburg, dropped a  
bottle overboard in mid-Atlantic containing  
the following announcement:—"£5 will be  
given to whoever brings or sends me this scrap  
of paper.—W. Baumert, Greenwich-street, New  
York."The bottle, after knocking about in the  
Atlantic for some weeks, was picked up at  
Etretat on the French Coast by two fishermen.  
They sent the enclosure to Mr. Baumert, and  
he has forwarded them the £5.Mr. Baumert must surely be related to the  
young man of Hongkong who signed his name  
for shares in a certain company, which he never  
meant to take up, "in an idle moment!"ACCORDING to the Tientsin paper, Li Hung-  
chang is so badly in want of arms for his  
Peking Police that he has to ask the Chinese  
to bring him all concealed arms, and has had  
to borrow ammunition from the foreign troops.  
This sounds very nice and looks as though Li  
hadn't got a gun to bless (or shoot) himself  
with, but all the same we don't quite believe  
it. As a matter of fact there are plenty of  
arms that Li can lay his hands upon and he  
knows it just as well as we do, only the  
wily old fox thinks it better to throw dust in  
the eyes of the foreigner and hence he pretends  
that he can't raise a single rifle. Yet we dare-  
say that many of our own high officials are  
taken in by this and will write home and say how  
thoroughly the Chinese have been disarmed! Then,  
when the next outbreak occurs they will  
wonder where all the rifles came from.DESPITE Russia's assurances as to the purely  
non-political nature of the Tibetan Mission,  
it seems that it is not to return to its mountain  
fastnesses so simply and harmlessly as it came,  
but is to be carefully escorted overland by a  
guard of disguised intelligence officers. That is  
to say, Russia is about to take the opportunity  
to survey another route to India, which has  
hitherto been closed to her. This is just the  
sort of act that one would expect from Russia,  
and we should not be at all surprised if it  
eventually transpires that Russia has made  
arrangements for obtaining permission to move  
troops towards India through Tibet. How-  
ever, the Russian escort has not entered Tibet  
as yet, and from the reception which other  
parties of travellers have received in the coun-  
try we should not be surprised to hear that this  
company of intelligence officers had accom-  
plished nothing. Still in these times it is as  
well to be prepared for anything and it is to be  
hoped that the British Authorities will soon be  
entertaining a Tibetan Mission in Calcutta or  
London. Of course we could always assure  
Russia that it was purely non-political and not  
even of a religious nature, but would Russia  
believe us? The Russian Government is not  
of such a confiding nature as our own, and  
hence it is difficult to convince it that black is  
white.DR. Leyds, we are told, has failed to obtain an  
interview for Mr. Kruger with the Tsar when  
the latter visits France, so the misguided old  
man sees another opportunity of a personal  
plan for intervention fall to the ground. Surely  
by this time Mr. K. must see that he is not  
wanted in Europe and that his presence is in  
the nature of a nuisance to the various crowned  
heads whom he continues to pester for inter-  
views. As a matter of fact Europe is too level  
headed to be taken in by Mr. Kruger and his  
party, and the best thing that he could do would  
be to take a tour through some of the smaller  
South American States. There, so long as he  
had sufficient money to scatter around, he  
would be lauded to the skies, and might even  
be the guest of a few broken-down Presidents  
for a consideration. Really too, when one  
comes to think of it, it does seem somewhat  
cheeky for Mr. Kruger to expect crowned  
heads to sympathize with a fugitive president.  
Some of those crowned heads have had their  
relations badly treated for former days by men  
of Mr. Kruger's way of thinking, and they are  
naturally not republicans. If Mr. Kruger were  
to proclaim himself King of South Africa, he  
might perchance be a bit nearer to gaining an  
audience, but still, royalty is as horribly ex-  
clusive nowadays, and looks down so much  
upon monarchs of the parvenu species that we  
fear even this would not work.COTTAM & CO. for SNOW'S and BUCK-  
INGHAM and HECHT'S BOOTS and  
SHOES.



## KOWTOW.

From the telegrams from Europe of the last few days a great amount of argument has arisen as to the true significance of the term *kowtow*. To arrive at, and thoroughly understand, the meaning of the word, our insular prejudices must for the moment be put aside and what appears trivial nonsense to us must be taken as serious business to the Chinaman. The easiest way to attempt to describe *kowtowing* is to tell what takes place. A man of the lower grade calling on a Chinese gentleman *chin chin* him by shaking hands with him and bowing, but if that same man goes to beg a favour he goes as a suppliant and *kowtows* to his would be patron by falling on his knees and bowing his head to the earth. To *kowtow* to the Emperor of China is quite another matter. Then the man wishing to pay his respects goes on his knees into the Royal presence and touches the floor with his forehead nine times, still remaining on his knees with eyes down cast. Two equals meeting, as a rule, do not *kowtow* but simply *chin chin*, but if one elects to *kowtow*, the other does the same, going through the same motions. This is the strict etiquette of a Court bound by the most hard and fast rules, perhaps, in the world. The importance of the last custom mentioned above might explain the hitch in the proceedings in Germany. The Autocrat of Europe meets, face to face, the Old Wall of China. It might in the future perhaps provide a solution of the old problem as to what would happen if an irresistible force met an immovable mass.

## AT THE MAGISTRACY.

**LOITERING IN THE HARBOUR.**  
Woo Cheung was charged by P. C. E. Johnson, No. 29, of Tsim Sha Tsui, with loitering in his boat within 50 yards of Kellie's Island. He was fined \$5 or fourteen days. On the face of it a trivial charge, but any one who knows, will detect the importance of the case.

## DRUNK AND INCAPABLE.

Patrick Horne, of America, and Thomas Williams, of England, were up to the above offence. Both admitted the soft impeachment and were each fined 12 or eight days.

## ALLEGED STEALING OF HAMMERS.

George Long, a boy of sixteen years old, belonging to Australia, was charged with stealing five hammers, the property of the Hongkong and Whampoa Dock Co.

Tam Ki, declared, said he was a fitter at Hung Hom Docks. He had been in the service of the Company for 21 years. On Sunday last, at 8 a.m. he saw the defendant, who is an apprentice there, take five hammers from some drawers in the fitters' room. The defendant made two trips upstairs carrying the hammers.

Li Hung said he was roolie foreman. On Sunday morning he saw the defendant holding the hammers in his hands. He did not see him take them away.

It was mentioned to his Worship that the Manager of the Docks did not wish to press the charge.

Mr. Hazeland said there was a great doubt as to the proof of stealing and in the end held the charge not proven and dismissed the defendant.

## TRESPASSING.

Un Nun was discharged, being held not guilty of trespassing in the Central Police Station, he being invited there by one of the Lukongs.

## REFUSING SERVICE.

Fatty Deen, clerk in the Hongkong Dispensary, charged Ho Sze, a coolie, with refusing a proper sum of money and making other coolies to refuse duty. He was fined \$5.

## STEALING RICE.

Chung U was sent to gaol for six weeks' hard labour for stealing 40 catties of rice from a maished in the Kowloon Camp.

## SHOP LIFTING.

Luk Sam went inside for four months for stealing 4 taels 3 mace of gold wire from a shopkeeper in Queen's Road.

## GAMBLING.

Chief Detective Inspector J. W. Hanson had a school of gamblers up this morning. Exactly 20 were charged.

No. 6 defendant was absent.

No. 17-18-19 and 20 were discharged.

No. 4 to 16 pleaded guilty to the charge.

Ng Hon said, he was P.C. 155. At 1.40 a.m., this morning, he went to No. 284 Queen's Road Central to the 3rd floor. Three constables followed him. When he got to the 3rd floor he found the door locked. He and the three constables entered the room. He stood behind the 2nd defendant. In the room were about 25 men playing Fan Tan.

He heard the 9th defendant stake \$30 on the corner. He saw the 1st defendant removing the beads. Then the Inspector came up.

John William Hanson said he was Chief Detective Inspector. He went at 1.45 a.m. to 284, Queen's Road Central. He saw a round table in the room on which there was a heap of beads. On the 1st defendant was found \$39.45 and on the 2nd \$31.45 (the 3rd defendant had no money). The 1st defendant was fined \$100 or one month. The 2nd \$50 or one month and the 3rd \$100 or one month. The remainder of the defendants were fined \$10 or 14 days each.

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## ACTION AGAINST THE HON. F. H. MAY, C.M.G.

The commencement of the action against The Hon. F. H. May, C.M.G., took place this morning. Leung Kun Yau alias Leung Asu for non service of a writ claims, £100. Mr. Sharp, instructed by Mr. Mounsey, of Messrs. Mounsey and Brutton, appeared for the plaintiff and Mr. Pollock, K.C. (Acting Attorney-General) appeared for the defendant.

Some evidence was taken and arguments heard from both counsel and the case was adjourned till 11.30 a.m. to-morrow morning.

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

## THE RENT QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I quite agree with your correspondent Ruined in what he says about the rise in rents being mainly responsible for the great increase in prices throughout the Colony. It stands to reason that everybody must have some place to live in, and therefore high rents are a burden to everybody and cause expenses to go up. Naturally, those who can, try to meet the rise by demanding more for their wares. If only some method for reducing rents could be discovered things would soon right themselves. Hongkong is by no means a pleasant place to live in nowadays when one considers that the cost of living has risen nearly a hundred per cent. in the past ten years and that the dollar has dropped in value from three to two shillings. Yet, it is hardly necessary to point out that salaries have not risen in proportion, and hence the average man is a great deal worse off now, even if he has had a fifty per cent. rise in salary, than he was ten years ago.

Yours faithfully,

BEGGARED.

Hongkong, 3rd September, 1901.

## THE TERMS OF THE PEACE PROTOCOL.

The following, which we take from the *China Gazette* of the 28th ulto, is a translation of the Peace Protocol from the Chinese text, the French not being available at the moment:—

Article 1. a. Baron von Ketteler, German Minister to China, having been murdered, the Chinese Emperor has despatched Prince Chun as a Special Envoy to Germany to apologise for the occurrence on behalf of the Emperor of China, and Prince Chun, duly accredited by the Imperial command, has left China on his mission.

b. A Memorial stone to the memory of Baron von Ketteler, the murdered German Minister, shall be erected at the place where the murder took place and the erection of this monument has already begun.

Article 2. a. The chief culprits who were responsible for the injuries to the various Governments, societies and individuals of the various Powers have already been punished as proclaimed on the 13th February and 23rd February in the Imperial Decrees, including the lists of their names, and respective punishments, and of those provincial officials who were denounced as guilty were identified, and those named were punished according to the gravity of their crimes.

b. On—day, of—19—an Imperial decree prohibited all examinations for both civil and military services for 5 years, in all cities and towns where foreigners have been murdered or wounded or endured attacks &c.

Article 3.—The Chancellor of the Japanese Legation having been killed, Natung, Vice-President of the Board of Revenue, was appointed as Special Envoy [to apologise for the outrage to the Imperial Court of Japan].

Article 4.—At the foreign cemetery (in Peking) a memorial stone shall be erected and the expenses for the same have already been contributed (by the Chinese Government).

Article 5.—The importation into China of munitions of war and all these materials used for manufacturing war munitions shall be, according to an Imperial Decree to be issued on the—day of 19—prohibited for two years.

Article 6.—According to the Imperial Decree of 29th May 1901 China agrees to pay an indemnity to the various Powers of HK. Tls. 450 millions. This amount is to be the total indemnity to be paid to the various states, societies and individuals mentioned in the protocol dated the 22nd December, 1900.

a. This 450 millions, being Haikwan taels, shall be exchanged into gold at the market rate at the time of payment. The exchanges of Haikwan taels into the currencies of the various countries are as follows:—

(The exchange table is omitted.)

The 450 millions, with interest at the rate of 4 per cent. per annum shall be paid in 39 yearly instalments as per the appended list (list omitted.) Each instalment will be paid yearly, but the first instalment will be paid on the 1st day January of 1903, and interest shall be calculated from the 1st day of July 1901, but the interest for 6 months, that is 1st July to 31st Dec. 1901, will be included in the interest to be paid from the 1st Jan. 1902, that is to say on the 22nd day of 11th moon of this year and will be paid within 3 years at 4 per cent. per annum.

b. The adjustment of matters connected with this indemnity will be entrusted to a committee consisting of the managers of foreign banks to be appointed by each Power in Shanghai, and

the banks at Shanghai, shall make out receipts for the principal and interest, which amounts are to be paid by China, and shall settle other matters connected with the payment of the indemnity.

c. China will issue one bond for the whole amount of the indemnity and hand the same to the Doyen of the Foreign Ministers at Peking; and the bond will then be divided into smaller bonds for each Power and each bond shall bear the signature of the Chinese officials.

d. The funds for the payment of the bonds will be handed into the hands of the bank managers every year.

e. The securities for the indemnity are as under:—

1. The Import Duty of 5 per cent. revenue of the Imperial Maritime Customs that is *ad valorem* and the new duty of 5 per cent. *ad valorem* on goods now classed as "duty-free" except rice, cereals, flour, gold, silver and specie.—This shall be treated as the security for the new bonds after the outstanding loans for which these sources of revenue are now security, shall have been paid off.

2. Native Customs revenue, and the Native Customs at the treaty ports, are to be under the control of the Imperial Maritime Customs.

3. The Salt Revenue, after payment of the foreign loan for which it now stands as security. The present import duty is to be increased to an effective 5 per cent. *ad valorem* and the Powers have assented to the following conditions:—

1. The import duty which is to be hereafter collected shall be assessed after due investigation and upon the value of merchandise, to be fixed by taking the average of the last three years, and before such revaluation the duty will be levied upon merchandise as heretofore.

2. The conservancy of the Peiho and Whangpoo Rivers shall be effected and the Chinese Government shall contribute to the funds raised for that purpose. The new increased tariff will become effective two months after the signing of this protocol.

Article 7. The Chinese Government assigns to the foreign Legations a special quarter for their own exclusive use and such quarters are to be under the sole control of the Legations, the Chinese people not being permitted to live within such a quarter. Furthermore it is allowed that the Legations shall make their own defensive preparations as indicated in the appended maps. And as stipulated in the protocol of 26th day of 11th moon (1st Jan. 1901) China consents to the Powers permanently retaining Legation guards.

Article 8. The Chinese Government allows the Taku forts, as well as the forts between Peking and sea-coast, to be demolished and destroyed and this has already been done upon a certain understanding.

Article 9. According to the protocol of 1st Jan. 1901, China consents to the Powers maintaining garrisons between Peking and the sea-coast and such garrisons shall be located at Huan-tung, Lanfang, Yantou, Tientsin, Chuan-liang-chong, Tongku, Tong Shan, Lanchow, Chang-lian-hsien, Ching Wan-tow as well as at Shan-hai-kwan.

Article 10.—The Chinese Government agrees to promulgate Imperial decrees to the following effect, such decrees to be posted in all cities, towns districts and departments:—

1. The Imperial decree of the 1st February for ever forbidding the people to enter any society against foreigners and prescribing denatation in the case of those who do not comply with this decree.

2. The decree regarding the punishment of the guilty officials, their names and how punished in detail.

3. The decree stopping examinations at all places where foreigners suffered injury.

4. The Imperial decree dated 1st February regarding the order to Viceroy, Governors and other officials, military and civil, commanding them to suppress at once any disturbances directed against foreigners in their own districts on pain of being cashiered for ever.

The above decrees have already been placarded throughout the whole of China.

Article 11. The Chinese Government agrees to negotiate a revision of the commercial and navigation treaties if the Powers deem it necessary, more especially in connection with commerce at various points which may require to be regulated. Moreover, regarding the indemnity as in Article 6 China and the Powers are now entering into a certain agreement about the conservancy of the Peiho and Whampoo.

1. The conservancy of the Peiho is good for all, and both foreigners and the Chinese Government have united in beginning the work, and after Tientsin shall have been handed over to the Chinese Government, a committee will be appointed and the Chinese Government will contribute 60,000 Haikwan taels per annum towards the Peiho works.

2. The establishment of the Whangpoo Conservancy Board having been agreed to and the expenses for the work agreed to be raised by a loan, to be repaid within 20 years, the annual expenditure being 46,000 Haikwan taels, this will be divided between the Chinese Government and foreigners; the members of such Conservancy board shall act according to the duties of their respective offices and such questions as revenue, etc. and other details are set forth in the appended document. (Document omitted.)

Article 12.—According to the Imperial decree of 21st July last the *Tungli-Yamen* has been reorganised and transformed into the *Wai Wu Yu* (the Board of Foreign Affairs) and the ceremony of audience to foreign Ministers has already been determined upon, after due discussion.

The above 12 articles, as well as all documents attached hereto, are to be read according to the French text, which is accepted by all parties as correct.

COTTAM & CO. for the LATEST SHAPES IN SOFT FELT HATS. [9330]

COTTAM & CO. for ANDERSON'S RAIN COATS AND HOLDALLS. [9330]

COTTAM & CO. for RIDING WHIPS AND LEATHER FURTELEGGINGS. [9330]

COTTAM & CO. for RIDING WHIPS AND LEATHER FURTELEGGINGS. [9330]

## Auction.

BY ORDER OF THE SUPREME COURT OF HONGKONG.

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH will sell by

PUBLIC AUCTION, at their Sales Rooms, Ice House Street.

on THURSDAY, the 5th September, 1901, at 2 P.M.

in two Lots.

THE VALUABLE LEASEHOLD PROPERTY, situate at Victoria Hongkong.

LOT 1.

The Valuable Messuages and Premises known as No. 34, Lower Lascar Row and No. 33 Upper Lascar Row held for an unexpired term of 94 years at the Annual Crown Rent of \$11.

LOT 2.

The Valuable Messuages and Premises known as No. 227 Queen's Road Central, and No. 22 Jervois Street held for an unexpired term of 94 years at the Annual Crown Rent of \$18.

For further Particulars and Conditions of Sale, apply to:

DENNYS and BOWLEY, Solicitors, Supreme Court House, or to

HUGHES & HOUGH, Government Auctioneers, Hongkong, 29th August, 1901. [9410]

## Notices of Firms.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

## NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.

Hongkong, 28th August, 1901. [9330]

## NOTICE.

MR. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his Office to more commodious Premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next. Hongkong, 23rd July, 1901. [9780]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June 1901, on or before the 10th Sept., on which date the Accounts will be CLOSED. By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 22nd August, 1901. [9300]

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street. [9340]

## To be Let.

## TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [9700]

## TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [8220]

## TO LET.

A HOUSE in RYON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [9300]

## TO LET.

SHOP or OFFICE and TOP FLOOR, of No. 70, QUEEN'S ROAD CENTRAL.

For Particulars, apply to THE MEDICAL HALL.

Hongkong, 24th August, 1901. [9110]

## TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central.

Hongkong, 17th July, 1901. [9760]

## TO LET.

POSSESSION from September, "THE CASTLE" on CASTLE ROAD.

Apply to No. 1, SEYMOUR TERRACE.

Hongkong, 29th August, 1901. [9400]

## Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

RASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—SEA WITCH, American ship, Hovest-Master.

## Intimations.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS

AND

TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

[9340]

KELLY & WALSH, LD.

SOLE AGENTS IN THE FAR EAST FOR THE YOST TYPEWRITER.

Price \$225.

SWAN FOUNTAIN PENS, in 3 Sizes.

Prices \$6.00, \$8.00 and \$12.00

SLAZENGER'S FAMOUS E. G. M. TENNIS RACQUETS.

Price \$16.00.

AYRES CHAMPIONSHIP TENNIS BALLS.

Price \$9.50 per doz.

IMPERIAL PURE LINEN, NOTE-PAPEL AND ENVELOPES.

A LINEN PAPER OF THE VERY BEST QUALITY.

SANDOW'S OWN COMBINED DEVELOPERS.

Price \$8.00

Photogravures of—

H.M. THE KING, H.M. THE QUEEN, H.R.H. THE DUKE OF YORK, H.R.H. THE DUCHESS OF YORK.

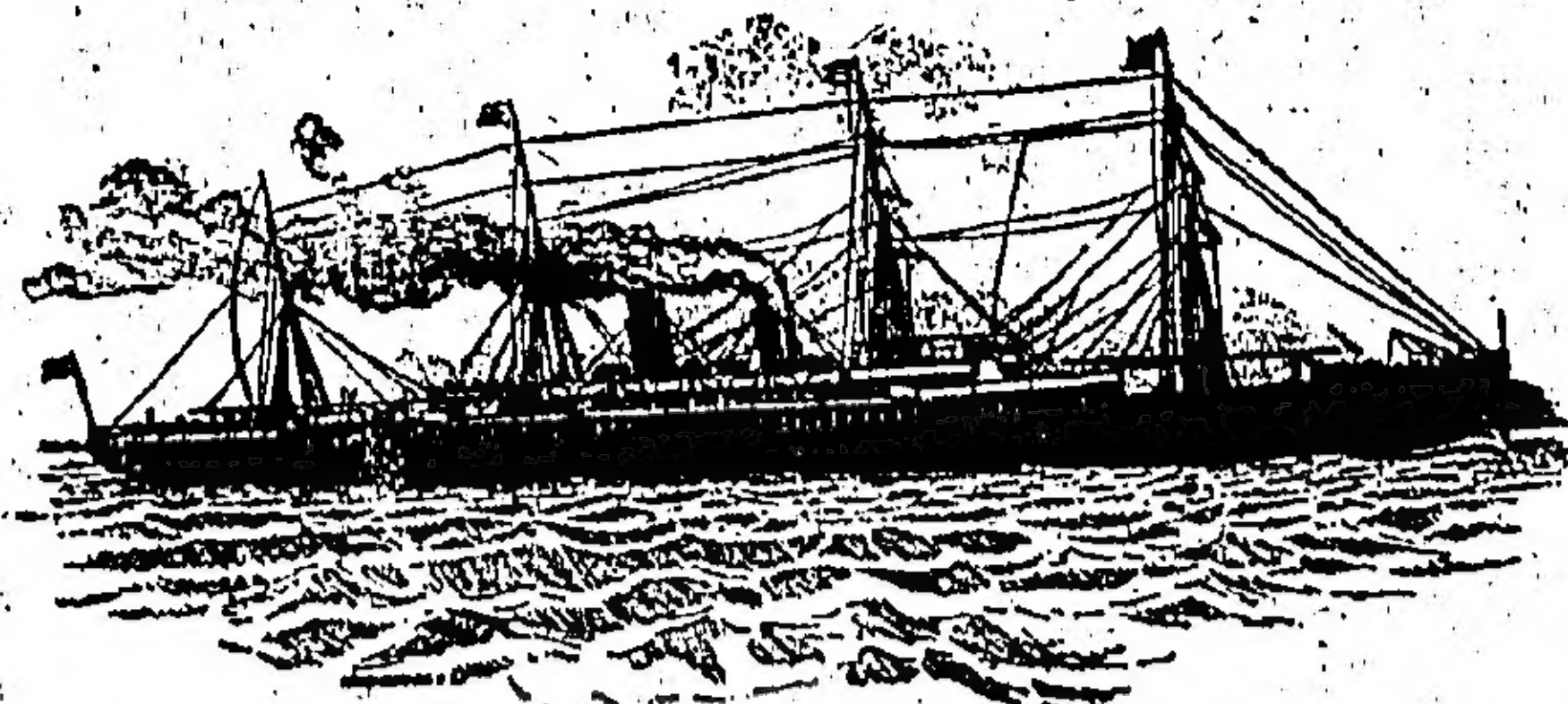
Price 75 Cents each.

## NEW PAT



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIEL"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIS"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received in the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

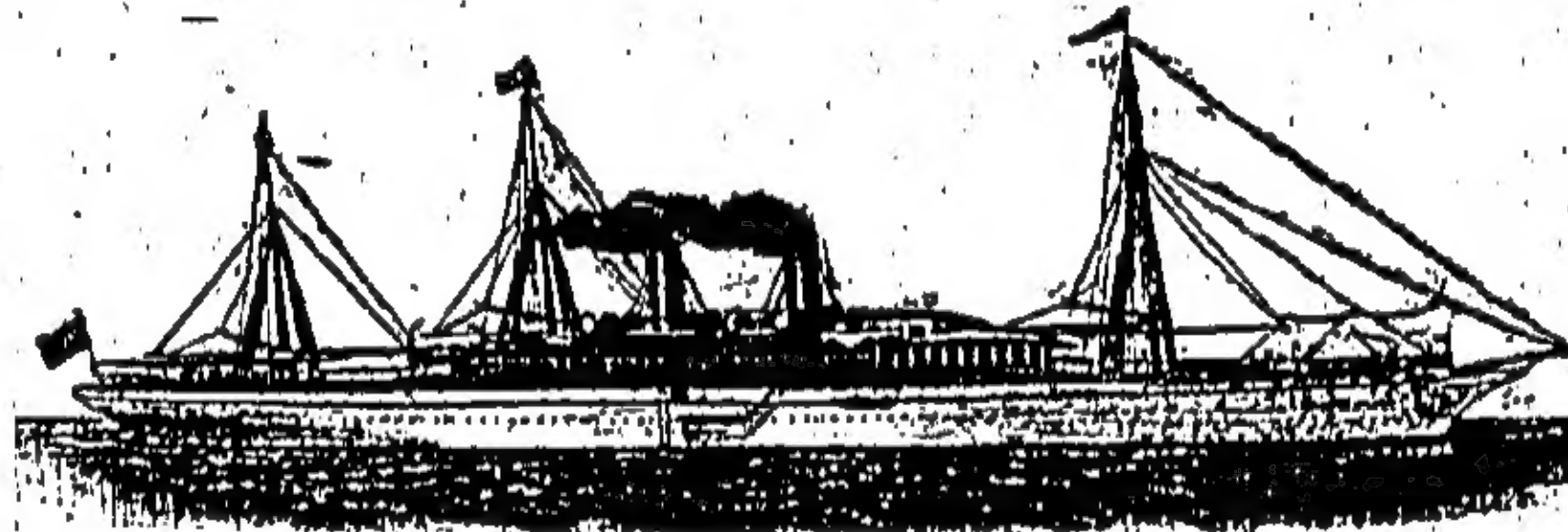
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 31st August, 1901.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to L. E. BROWN, General Agent, Hongkong, 28th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SIBIRIA	HAVRE and HAMBURG.	4th Sept.	Freight and Passengers.
ARAGONIA	(Calling at SINGAPORE and COLOMBO).	7th Sept.	Freight.
ANDALUSIA	VIA SUEZ CANAL.	21st Sept.	Freight.
ARABIA	HAVRE and HAMBURG.	5th October.	Freight.
ARABIA	(Calling at SINGAPORE and COLOMBO).	19th Oct.	Freight and Passengers.
KOENIGSBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
BAMBERG	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 30th August, 1901.

## For Sale.

## FOR SALE.

RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to

DENNIS &amp; BOWLEY,

Solicitors,

SUPREME COURT HOUSE,

Hongkong, 29th August, 1901.

## FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply

"STEAM,"

C/o The Hongkong Telegraph,

Hongkong, 10th August, 1901.

## FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

## Masonic.

## MEMORANDA.

SATURDAY, 7th September, 1901, 6 P.M. for 6.30 P.M. REGULAR MEETING, UNITED SERVICE LODGE, No. 1,341 E.C. Hongkong, 2nd September, 1901.

## Intimations.

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held in the CRICKET CLUB PAVILION, on MONDAY, the 9th September, at 5.15 P.M.

P. A. COX,

Honorary Secretary.

Hongkong, 28th August, 1901.

## JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to

G. GIRAULT.

Hongkong, 20th August, 1901.

## NOTICE.

I BEG to give Public Notice that I decline to be any longer RESPONSIBLE for any DEBTS incurred by my WIFE or my CHILDREN.

JOHN CARROLL.

Hongkong, 31st August, 1901.

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901.

## HONG SING,

8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901.

T. M. STEVENS &amp; CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL"

MANILA CIGARS.

T. M. STEVENS &amp; CO.

Beaconsfield Arcade.

Hongkong, 2nd September 1901.

## NEW VICTORIA HOTEL.

## ROTISSERIE.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors.

Hongkong, 2nd September 1901.

## DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

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## CANTON NOTES.

## BRITISH CONSUL.

(From Our Own Correspondent).

CANTON, September 2nd.

The British Consul General, Mr. Scott, has got to the end of his term. He expects to leave Canton to-morrow, when his successor is expected to arrive and take over the duties of the Consulate. The new consul is also named Scott, and it is to be hoped that he will look after the interests of Britishers with a strong hand. There never was a time when a strong man was more needed than at present. The French and German consuls are pushing the interests of their countries for all they are worth, and unless there is a worthy representative of the British government here, British interests are sure to suffer.

## THE HOUSE TAX.

As the time draws near for the payment of the house tax people are growing more restless. In Canton there is not likely to be much trouble. The officials have the city well in hand and will not allow any disturbance. In the country, however, it is different. News has arrived from San Chi city that the people are determined to resist any attempt to collect the tax. The people say that they have already paid their share of the indemnity and will not pay it a second time. Moreover, the people declare that if any attempt is made to collect the money they will take their revenge on the Christians. Threats have been openly made and the Christians have laid the matter before the magistrate. The trouble may be averted, but at present there are fair prospects of a row.

## SANITARY BOARD.

The proposed Sanitary Board is not meeting with much encouragement. The proposed Board is a company without legal authority. The officials approve of the formation of such a company but have not given the company any authority to collect money. The people, while anxious to have clean streets, that is the better class of merchants, yet have little confidence that the money collected will be wisely expended. The "Sanitary Board" proposes to advance the money and, after demonstrating by their work what they intend to do, to reimburse themselves. It is doubtful whether a self-constituted Board will be able to carry out this work in a city like Canton.

## PHILIPPINES NEWS.

## THE DESERTER HOWARD CAPTURED.

The following dispatch was received at Military Headquarters Monday evening from Major Pitcher, of the 8th Infantry, says the Manila Times of the 28th ult. — Adjutant General D.S.L.

Following just received from Lieut. R. T. Hazard:

"Najon, August 25th, to Adjutant, Mindoro.

I have the honor to report the capture of Arthur Howard, Lieut.-Col. insurgent forces. With civil scout Ferguson and 8 Macabebes disguised as insurgents, I entered the insurgent camp last night about 8.30 and abducted Howard without being discovered by the insurgents. Colonel Atienza is in command in person and has with him 240 rifles and 219 bolomen. The camp is 64 miles southwest of here.

Very respectfully,

HAZZARD,

Lt. 3rd Cav., Comd.

PITCHER,

Major, Eight Inf.

This man Howard was a private in the California Volunteers, and disappeared mysteriously in August of 1898. The man became addicted to "vino," and it was generally believed at the time that in a drunken fit he was taken in and held by natives; and on recovering his senses, finding himself in the position of a deserter he decided to throw in his lot with the natives, and thus, when hostilities broke out in Feb. 1898, he joined the insurgent forces as an officer, rising to the rank of a lieutenant-colonel, which rank he held at the time of his capture. He was a clever and daring feat that led Lieutenant Hazard to success in his undertaking, and this is another feather in the cap of that dashing young officer.

Howard is believed to have openly boasted that he was the man whose bullet killed General Lawton, and if that be so the more credit to Lieutenant Hazard that he should have taken this man alive.

## STEAMSHIP SUBSIDIES.

## EVIDENCE OF MR. H. A. C. BONAR.

Mr. Henry A. C. Bonar, British Consul at Yokohama, giving evidence before the Select Committee on steamship subsidies, stated that though since the war with China, Japanese trade had developed enormously, still Britain had maintained her share of it. But the British share of the carrying trade showed a decrease, and he believed that the subsidies granted by foreign Governments were chiefly responsible for it. He did not think the payment of a subsidy to our steamship owners would affect the general British trade in Japan, but it was very necessary that British steamship owners should wake up a bit and put on better steamers to Japan in order to compete with the subsidized steamers. He would trust to the energy and intelligence of steamship owners, for he thought the old steamship companies had no need of a subsidy to compete successfully with new companies.

By Colonel Denny: The subsidies paid by Japan to their own steamers were extremely high in proportion to their commercial standing, and he could not say he had heard any grumbling against the system on the part of the Japanese. He did not think it was generally known that the Government themselves owned a good many shares in the Japanese National

G. GIRAULT, WINE and SPIRIT MERCHANT.

Steamship Company. The subsidy paid to that company per annum was about £270,000, roughly about £10,000 on the round voyage from Japan to London and back.

By Mr. Nussey: He did not know that the British merchant was hurt by this payment. He got his goods into Japan more quickly than he could by British ships.

In answer to further questions by various members of the Committee, he stated that nearly all members of the richer community in Japan travelled by German steamers; they would not travel by the P. and O. They could, if they liked, travel in the intermediate steamers, but these called at every port in China, and the voyage took two months, whereas by the North-German Lloyd steamers they could do it in 37 days with transshipment in the best class of steamer, so that people having to pay as high or higher on the P. and O. would not travel by that line. As regards cargo the merchant would naturally go to the "Japanese" company which took his goods straight from London to Japan without transshipment and in better steamers.

On 18th inst. Mr. Elijah Helm, Secretary of the Manchester Chamber of Commerce, gave evidence, and after showing the disparity in freights from Genoa and Liverpool to Buenos Ayres, which came to 23 per cent. on the value of the goods and sufficient to turn the scale, the Chairman asked: Have you any other instances? The most striking instance of the operation of relatively lower freight rates from foreign countries in assisting the competition of foreign with British manufactures was shown in regard to the China trade. Cotton goods were carried by British steamers from New York to Shanghai, a distance of 13,717 miles, at 27s. 6d. per ton of 10 cubic feet. From Liverpool the rate was from 50s. to 65s. per ton, according to whether the bales were lightly or heavily pressed. The lower of these rates (50s.) was equivalent to 4d. per piece, or 37 per cent. of the value.

By Sir C. Cazyer: It did not matter to the merchant where he got his goods. The Manchester merchant was buying cotton goods in New York and shipping them to Shanghai, and the difference in freight upon the export last year made a luxurious profit.

Examination continued: This was the measure of the advantage derived from lower freight alone which the American cotton manufacturer had in China markets in competition with his British competitor. The witness put in statistics showing the enormous relative increase within the last seven or eight years of the imports of American cotton goods to Shanghai. Cotton manufacturers were now evincing a strong disposition to look more closely into the causes of the high charges imposed upon the goods they produce for their transport to foreign markets. So far as the exporting merchants were concerned, excessive freight rates did not seriously affect him, because he could supply the wants of his foreign customers as readily by means of foreign as of British manufactures.

The Chairman: We have had evidence that foreign manufacturers pay more attention to the class and style of goods demanded in markets abroad than Manchester and other merchants here do. I have seen that frequently stated in Consular reports, and I think, if I may use a colloquial expression, that such complaints are all rubbish.

Are you yourself a manufacturer?—No, I have been in my early days when I worked in my father's cotton mill, and I have had excellent opportunities of studying the question since. As to how far lower freights abroad were influenced by subsidies, he submitted that the case of New York and Shanghai as against Liverpool and Shanghai was a very important one on the other side, i.e., against subsidies, seeing that the United States Government granted no subsidies to foreign ships and at present paid none either to American ships.

Sir E. Sassoon: They have what practically amounts to subsidies.

The Manchester Chamber of Commerce would, the witness further said, be opposed to subsidies, unless in very special circumstances, and, pressed by the Chairman to say whether the desirability of pushing British trade in the Yangtze Valley in order to keep pace with the foreigner would constitute such special circumstances, he very much doubted whether even that would create any considerable opinion in Manchester in favour of subsidies.

Mr. Samuel Samuel, of the firm of M. Samuel & Co., London, and Samuel Samuel & Co., Japan and Formosa, who own 36 steamers and are also agents for a large number of shipping companies, gave evidence in much detail as to the disadvantages under which the shipping industry is carried on, owing to the system of subsidies, direct and indirect, of foreign Governments, as well as from the restrictions imposed by British law, as, for example, in such matters as the loading and unloading. He mentioned that the company had a steamer trading from Hongkong under the German flag, and for patriotic reasons, they transferred it to the British flag. This steamer, under the German flag, carried 50 tons more cargo, and the cost of working was £203, as compared with £222 under the British flag. This was because British officers and engineers demanded trade union coast rate pay. Again, the tendency at such ports as Singapore was for officials to interfere unnecessarily with British ships, where they could not interfere with German ones. His firm's captains complained that they were often treated more like criminals than masters of ships. When any of a native crew made a complaint the master was hardly ever heard, and there was no appeal from a decision. The witness also complained that the British shipping interest was not represented on the management of the Suez Canal, although his firm alone paid £100,000 a year in dues.

G. GIRAULT, FRESH GOODS by every MAIL.

## SARAWAK IN THE FIFTIES.

## AN EVENTFUL TIME.

The Rev. C.A. Koch, Colonial Chaplain, who has just celebrated the 68th anniversary of his birth, made a brief reference during the morning service at Holy Trinity Church, St. Sebastian, recently, to the trials and vicissitudes he went through during the course of his Mission work in Sarawak, Borneo. Some interesting particulars in this connection are given below as the result of an interview a *Times of Ceylon* representative had with the rev. gentleman.

The Rev. C.A. Koch, who has been carrying on Mission work in Ceylon since 1899 left the Island for Calcutta in 1832, and, after qualifying for the Ministry, went out in 1836 as a Missionary of the S.P.G. to labour in Sarawak, the country of Sir James Brooke, uncle of the present Rajah of Sarawak, who a few days ago passed through Colombo on his way to Europe. At the time, the country had not been opened up, and the town of Sarawak on the River Kuching was a very small place. There was only one road into the interior, about 14 miles long, and this was used chiefly as a promenade by the residents of the place, while footpaths led from the river bank to the palisaded fort and the Bishop's house. Round about was the thick primeval forest, and communication with the villages was carried on by means of rivers and jungle paths. Travelling in those days was not pleasant. The jungles were infested with snakes, and alligators frequently carried away people from the river banks. Mission work was carried on among the Chinese gold washers, of whom there were several thousands, and the Aborigines, the Dyaks or head hunters, while the Malay population were let alone, for various reasons. The few European residents did not live in luxury. Their principal article of food was rice. There was no bread, and beef and milk were not to be had, though later on the Bishop possessed a cow. The Chinese kept pigs. Pork, with a little fish, caught by the native fishermen, comprised the other articles of food. The place boasted of only one native dhoty, who washed for the Rajah. It was not an uncommon thing for the residents to do their own washing. In December, 1836, they had much trouble in connection with the

## REBELLION OF THE CHINESE.

in the country, followed by massacre and bloodshed. "It arose," said Mr. Koch, "over a trifling matter." A Chinaman had been to a distant village and committed something like piracy, for which he was tried by Sir James Brooke and confined in the fort. The Chinese, assuming they had a grievance, seized the fort on Christmas night and were quickly in possession of the village of Sarawak. It was a complete surprise. Sir James Brooke barely escaped with his life, but Mr. Nucholls, who was in the Rajah's service in the country and had come to spend Christmas with the Rajah, was murdered in the bungalow. Mr. Cruickshank, the Magistrate, and his wife, were cut with swords and had a providential escape, while their house was set on fire. The house of Mr. Middleton, who was a Police Superintendent, was also burned down and his two sons, then about thirteen and fourteen years of age, and a Mr. Wellington, who was a newcomer and a lodger in the bungalow, were killed and left in the burning house. Bishop McDougall and myself were spared, because we had charge of some fifty Chinese boys and girls at our Mission school. The Chinese thought kindly of us and did not molest us. The following day, Thursday, the Bishop interviewed the leaders of the Chinese rebels and warned them that the Rajah was alive and would undoubtedly return with a party of Dyaks to punish them, and induced them to cross the river and go away, guaranteeing that the Malays would not molest them whilst going over. Unfortunately, however, the Malays did chase them, in consequence of which they came back on the Sunday to kill the Mission party. On Saturday evening of that week, I went down from my house to the school house to see how the pupils were getting on, when I noticed by the wayside a little packing case covered with a bit of iadjan. I lifted the iadjan, and found poor Wellington's head, but how it came there, or what became of it, I do not know, as we had to flee the place the following morning. We received timely warning that the Chinese were

## COMING BACK TO KILL US.

so we "escaped" in boats to the mouth of the river, where we separated, some going to Dutch territory, while the Bishop and myself, and the main party, made our way to the present Rajah's district, three days' journey, and took shelter in his fort at a place called Lingga, where we remained several weeks till the country was more peaceful. In our flight we were joined by the Rev. Mr. Gomes, who is now at Singapore, from London, two days' distance. In the meanwhile Sir James Brooke, who had sought shelter in a Malay village, came down to the mouth of the river the evening we left, when the steamer *Sir James Brooke*, from Singapore, was sighted. The vessel was boarded the following morning, Monday, and taken up the river, and the Chinese who were in his fort were attacked and driven off. Eventually the rebels were severely punished. The present Rajah organized a very large party of Dyaks from Lingga. The rebel village was attacked, and more than a thousand killed, and their heads taken by the Dyaks. Some of the Chinese fled into Sambas, the Dutch territory, but they were only a few



little church-yard. Those were unsettled days and we went about fully armed. People came to Church armed with rifles or other weapons, and I myself had a revolver under my surplice. We expected to have the Church surrounded during service and were accordingly prepared. However, the Chinese gave no further trouble. The Dyaks had a good old time then, having plenty of opportunities of indulging in head collecting. When we were in exile at Lingga, we used daily to see Dyak boats coming back with Chinamen's heads, the men expressing their great delight by shouts and the beating of gongs. They had been fighting for the Rajah and were coming home with these ghastly spoils of war. In going about one was forcibly reminded of these heads. The day we escaped from Sarawak, I felt so tired paddling some 25 miles against a strong flood tide to the mouth of the river, that I entered a native boat to sleep. There was a very bad odour in the boat, and in the morning I discovered that I had been lying close to the severed head of a Chinaman, which, apparently, had been in the boat for some time.

**A REBELLIOUS MALAY CHIEF.**

"There was a Malay Chief who was called Datu Patingi (Datu being the Malay for chief) who gave some trouble after the rebellion. He was conspiring against the Government of Rajah Brooke, and I believe it was the present Rajah who was sent up in a little gunboat to seize the man. The Bishop and a few ladies were sent down the river to a large vessel that was taking in timber, as it was feared the place might be attacked and the fort was left in charge of young Alderson, son of the great judge Baron Alderson, and brother-in-law of the present Premier of England. I remained with Mr. Alderson, but the fort was not attacked. The Malay chief surrendered and was sent out of the country. He had given trouble before and was banished to Penang, but was pardoned by Sir James and allowed to return.

**A REFRACTORY DYAK CHIEF.**

"On another occasion I was very nearly involved in a serious fight. I had been into the interior, visiting some Christian villagers, when an adjoining village was about to be attacked by a force of 400 men led by Mr. Hay, a Government official from District Sadong. The expedition was got up to punish the village headman, who had illegally cut off a man's head. The headman was requested to return the head and also pay a fine, which he declined to do and defied the Government. I knew nothing about the matter, but just before the attack was to be made I sent a note to Mr. Hay asking him to stay his hand while I interviewed the chief. This was done and I induced the chief to pay the fine and give up the head. These were sent to Mr. Hay and the punitive force was withdrawn. Bloodshed and much misery was thus averted, and the poor women and children who had been concealed in the jungle and were in a starving condition, were able to return to their homes."

The Rev. C. A. Koch spent altogether ten years in Mission work in Sarawak, working chiefly among the Chinese; while the Rev. Mr. Gomes worked among the Dyaks at Lundu two days' journey from Sarawak town; and the Rev. Mr. Chambers (the present Bishop of Sarawak) at Lingga, with Bishop McDougall, who was the first Bishop of Sarawak, at their head.

## PEOPLE WHO ARE BOILED.

### THE JAPS ENJOY HOT WATER.

"This is not a 'Shanghai telegram,' as you might think, says a contemporary, but a fact known well enough to residents in Japan, namely, the (to us) peculiar method they have in that country of taking a bath, and which has been in vogue there from the remotest ages until to-day.

Let us enter, in imagination, any hotel of the better class. Having settled the usual preliminaries on arrival there, a servant says: "Oyaga waite imasu. You decline to do anything of the sort, and prepare to floor him, when it is explained that he merely told you in Japanese that 'the hot water is boiling,' and you are led in a room containing a wooden tub about four feet long, though very deep for its length; but one is puzzled to know why a stove pipe should arise out of it, running upwards and passing through the roof or wall.

On examination, however, you will discover that this is not so much a bath as a boiler, for, fitted under the bathing part proper there is a sheet-iron stove nailed to the inside of the wooden exterior, intended for a charcoal fire, more rarely firewood.

If through negligence the water is poured away before the fire is put out, the thin metallic sheet quickly wears away, and the wood-work then catches alight, causing a more or less serious conflagration—an instance of which the writer lately saw in Hokkaido, when about a hundred wooden houses were destroyed.

The sight of a human head appearing above a tub under which a red-hot charcoal fire is burning, reminds one of some Medieval torture, with the difference that the owner of the head may get out whenever he or she desires to.

The Japanese can endure a far higher degree of temperature in their baths than any Europeans, even up to 130 deg. as, for example, at the Natural Hot Springs of Atami, reputed to cure skin diseases, and into which a number of afflicted persons, having jumped simultaneously, sing a song of acertain length, then jump out again more or less cured. Of course they have resolved beforehand to endure the intense agony of the almost boiling water so long as the agreed-on song lasts.

As to Europeans, acute pain is felt on entering one of the above described bath-tubs, 120 deg. to 125 deg., perhaps becoming gradually hotter, but strange to say, owing, probably, to the closing of the pores, this pain suddenly subsides and gives place to a rather pleasant

feeling, changing some minutes later to a sensation of giddiness and nausea, whereupon it is highly advisable for the bather to get out.

Any actual washing must be done outside the bath, though one must mention that the Japanese until recent years never used any soap at all—their word for it, namely 'savon,' being obviously of French origin. Hence there was (in their old method) so little discoloration of water, and so little loss of heat, that it is said as many as forty persons could consecutively use the tub without requiring any change of the water inside it.

## CHINESE MEDICINE.

The Shanghai Mercury of the 27th ult. says:—

A curious object was handed up to the Bench this morning for inspection. It was contained in a square, yellow box, and resembled nothing more than a piece of black wax, ringed on the under side, where it had evidently been attached to a larger mass, with a number of whitish, concentric circles. It was about two ounces in weight, and Sergeant Ross who had charge of the case with which it was connected, explained to the Court that it was Chinese medicine compounded of monkeys' toe-nails, boiled down and hardened by being buried underground for a number of years. The piece produced was worth \$115 and had been stolen from a native apothecary's shop in Nanking Road. The thief was put forward to answer for its abstraction, and the apothecary was in attendance to identify the strange specific as his property, which he eagerly did and seemed very glad to have it restored to him. The thief denied having stolen the medicine and said he had only taken it away from the shop with the apothecary's approval to see if it was the genuine article. But Detective McPherson stated that when the prisoner was arrested he said he had never seen the thing at all and never hid it in his possession. It was only when his home was searched that the medicine was recovered. Prisoner was sentenced to 300 blows. Dr. Harchett obligingly informed the reporters that monkey's toe-nail was a well-known remedy among the Chinese for stomach troubles, its efficacy probably being due to the lime which it contained, "but for my part," concluded the doctor smiling, "I think they might very well get their lime somewhere else."

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

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## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
CHINKIANG and SHANGHAI.	"KIUKIANG"	4th instant.
TIENTSIN	"NANOHANG"	4th instant.
TIENTSIN	"FOOCHOW"	6th instant.
MANILA	"SUNGKIANG"	13th instant.
LOILOLO and Cebu.	"KAIKONG"	14th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 2nd September, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"PYRREUS"	5th instant.
"	"ULYSSES"	12th instant.
"	"AGAMEMNON"	19th instant.
"	"CALCHAS"	26th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DOMENEUS"	17th instant.
"	"TYRUS"	1st October.
"	"PYRREUS"	15th October.
"	"AGAMEMNON"	22nd October.
"	"ORRESTES"	15th instant.
"	"ULYSSES"	15th October.

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
Agents, O. S. S. Co.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.  
THE Company's Steamship

"MAIDZURU MARU."  
Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 4th instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd September, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"PERLA."  
Captain J. E. McArthur, will be despatched for the above Ports, TO-MORROW, the 4th September, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.  
THE Company's Steamship

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Carlisle City... about Sept. 15

Strathgyle... about Oct. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, FORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched for the above Ports, on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th August, 1901.

## Shipping.

## STEAMERS.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

of the NORDEUTSCHER LLOYD.

Captain E. Prehn, due here with the outward German Mail about TUESDAY, the 3rd September, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 31st August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"CARINTHIA,"

Captain Marocchino, will leave for the above place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 29th August, 1901.

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

N. 12, Beaconsfield Arcade.

Opposite the City Hall.

Hongkong, 30th April, 1900.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES AND SPECTACLES.

Nos. 44 & 46, Queen's Road Central.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Himalaya and Malta.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 5th September, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 29th August, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 30th August, 1901.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG,"

Captain Proesch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 2nd September, 1901.

## Insurances.

"LUNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

The Undersigned, having been appointed

GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS

at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,

Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept First

CLASS FOREIGN AND CHINESE RISKS at

CURRENT RATES.

SIEMSEN & CO., Agents.

Hongkong, 30th May, 1901.

## Intimations.

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 19.

Discontinuance of

HIGH ISLAND BARRIER LIGHTS.

NOTICE is hereby given that, HIGH ISLAND BARRIER having been removed, the RED and GREEN LIGHTS now indicating the passage through the Barrier will be discontinued on the 15th instant, and in their stead a GREEN LIGHT will be exhibited from a Beacon on the Northern Point of HIGH ISLAND.

The Beacon is a quadrangular open work structure of wood, 10 feet high, painted White. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.

L. A. BYWORTH,

Harbour Master.

Approved,

F. A. MORGAN,

Commissioner of Customs.

Custom House,

Canton, 1st September, 1901.

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

N. 12, Beaconsfield Arcade.

Opposite the City Hall.

Hongkong, 30th April, 1900.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES AND SPECTACLES.

Nos. 44 & 46, Queen's Road Central.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,

as employed in the Continental Hospitals by

Ricord, Rostan, Jobert, Velpeau, and others,

combines all the desiderata to be sought in a

medicine of the kind, and surpasses everything

hitherto employed.

THERAPION No. 1, in a few days only,

removes all discharges from the urinary organs,

effectually superseding injections, the use of

which does irreparable harm by laying the

foundation of stricture and other serious dis-

eases. In dysentery, piles, irritation of the

lower bowel, cough, bronchitis, asthma, and

some of the more trying complaints of this

kind, it will be found astonishingly efficacious,

affording prompt relief where other well-tried

remedies have been powerless.

THERAPION No. 2, for impurity of the

blood, scurvy, pimples, spots, blotches, pains

and swellings of the joints, secondary sym-

ptoms, disease of the bones, sore throat, and

all diseases for which it has been too much a

fashion to employ mercury, sarsaparilla, &c., to

the destruction of the sufferer's teeth and ruin

of health. This preparation purifies the whole

system through the blood, and thoroughly

eliminates every poisonous matter from the

body.

THERAPION No. 3, for nervous exhaustion,

waste of vitality, and all the distressing con-

sequences arising from early error, excess,

residence in hot, unhealthy climates, &c. It

possesses surprising power in restoring strength

and vigour to the debilitated.

THERAPION may be procured of the principal

Chemists and Mercantile throughout the

world. Price in England 2/6 and 4/6. In order-

ing, the purchaser should state which of the

three numbers he requires; and observe that the

word "THERAPION" appears on the Govern-

ment Stamp (in white letters on a red ground)

affixed to every genuine package, by order of

Her Majesty's Hon. Commissioners, and with-

out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila.

NETHERLANDS INDIA.



## NOTANDA.

CALENDAR.	
SEPTEMBER.	
Meteorological means based on fifteen years' observations to 1898.	
Barometer.....	29.755
Thermometer.....	81.0
Humidity.....	83.
Rainfall.....	13.483

TO-DAY.	
WEATHER REPORT.	
On date at 10 a.m.	On date at 4 p.m.
Barometer.....	29.85
Temperature.....	83
Humidity.....	68
Rainfall.....	0.02

Tuesday, 3rd September, 1901.

Case—21st of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Wednesday, 4th September, 1901.

Case—22nd of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Thursday, 5th September, 1901.

Case—23rd of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Friday, 6th September, 1901.

Case—24th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Saturday, 7th September, 1901.

Case—25th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Sunday, 8th September, 1901.

Case—26th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Monday, 9th September, 1901.

Case—27th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Tuesday, 10th September, 1901.

Case—28th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Wednesday, 11th September, 1901.

Case—29th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Thursday, 12th September, 1901.

Case—30th of 7th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Friday, 13th September, 1901.

Case—1st of 8th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Saturday, 14th September, 1901.

Case—2nd of 8th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Sunday, 15th September, 1901.

Case—3rd of 8th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Monday, 16th September, 1901.

Case—4th of 8th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

189—Japan declared war against China.

TO-MORROW.

Tuesday, 17th September, 1901.

Case—5th of 8th moon of 27th year of Kwang-shi.

187—Princess Alice founded.

The P. M. S. S. Co.'s steamer *Alcoa* arrived at Manila, yesterday and inst.

The N. P. S. Co.'s steamer *Clavering* sailed from Yokohama for Tacoma on the 3rd inst.

The C. M. S. N. Co.'s steamer *Mayuna* from Glasgow and Liverpool left Singapore for this port on the 3rd inst. and may be expected here on or about the 8th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Nagasaki at 8 a.m., yesterday the 2nd inst., and left again at 5 p.m., yesterday for Kobe where she is due to arrive at 9 p.m., on Tuesday the 3rd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Yokohama at 5.30 a.m., on Tuesday the 3rd inst., and left again at 1 p.m., to-day for Kobe where she is due to arrive at 1 p.m., to-morrow the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*George Valentine* at Kowloon Dock.

*Victoria* at Kowloon Dock.

*Zafiro* at Kowloon Dock.

*Hailuoguo* at Kowloon Dock.

*Indravelli* at Kowloon Dock.

*Canton River* at Kowloon Dock.

*Coptic* at Kowloon Dock.

PASSED THE CANAL.

Outward—13th August—*Canton, Konigsberg, Mayuna*. 16th August—*Awa Maru, Clysse, Palawan*. 20th August—*Cherson, Malaya, Marianne*. 23rd August—*Aganemnon, Ceylon, Ixion*. 27th August—*Ambrisa, Bamberg, Olimpo, Hamburg*. 30th August—*Calchas, Inaba Maru, Anapa, Tenkai, Dresden*.

Homeward—13th August—*Salazie, Wakasa Maru*. 16th August—*Awa Maru, Clysse, Palawan*. 20th August—*Cherson, Malaya, Marianne*. 23rd August—*Aganemnon, Ceylon, Ixion*. 27th August—*Ambrisa, Bamberg, Olimpo, Hamburg*. 30th August—*Calchas, Inaba Maru, Anapa, Tenkai, Dresden*.

Arrivals at Home—23rd August—*Glenarney, Prometheus, Nurnberg*. 27th August—*Kilai, Annam*.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Johansen, Mr. and Mrs. Andrew, Mr. D. A. Katsch, Mr. E. A. Angus, Mrs. Kiene, Mr. and Mrs. F. Arnold, Mr. H. Kirkwood, Mr. J. Bailey, Mr. W. S. Lazarus, Mr. N. Barlow, Mr. B. J. Littledale, R.E., Major Barton, Mrs. R. P.

Bell, Mr. J. T. Long, Mr. & Mrs. D. M. Beringer, Mr. F. J. G. Mackenzie, Mr. D. Black, Mr. J. Macdonald, Mr. D. Bonner, Mr. A. Marlow, Mr. Brown, R.E., Major W. B. McAllister, Mr. J. B. Mead, Mrs. and Miss Michael, Mr. S. J. Miles, Miss L. Burnstone, Mr. J. Parfitt, Mr. W. Huxstow, Mr. J. Pearce, Mr. W. W. Cameron, Mr. D. H. Price, Mr. H. Clark, Dr. Quennell, Lieut. W. A. Cole, Mr. G. E. Reel, Dr. L. R. Colson, Mr. J. S. Reid, Mr. A. Conner, Mrs. Robertson, Mr. W. R. Cylindro, Mr. M. Rock, Miss M. Devillbiss, Mr. D. M. Runmann, Mr. D. Discombe, Mr. G. M. Schouw, Mr. C. Dorehill, R.A., Major Sergeant, Mr. P. W. Dyson, Major P. S. Simpson, Mr. A. E. Edwards, Mr. F. W. Slavin, Mr. J. M. Fernald, Mr. and Mrs. Smithers, Mr. R. G. Fischer, Mr. Taylor, Mr. D. G. Gibson, Mr. Bruce Templeton, Mr. F. P. Glassmann, Mr. E. Thomas, Mr. Harry Glover, Mr. C. Thomson, Dr. and Mrs. Grant, Mr. John Tibbey, Mr. H. M. Halligan, Mr. John Walker, Mr. G. H. Teckford, Mr. R. G. Waite, Mr. and Mrs. Henningson, Mr. H. F. Frank W. Howard, Mr. Thos. Whitley, Mr. W. J. G. Howkins, Mr. J. A. Williamson, Mr. and Mrs. Hughes, Mr. W. K. Mrs. A. A. and child. Huke, Mr. A. N. Woodward, Mr. T. A. Innes, Capt. Woollen, Mr. J. J. Irving, Mr. E. A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Lee, Mr. J. E. Beattie, Mr. James Mackay, Mr. J. A. Benjamin, Mr. S. S. Martin, Mr. R. Bonap, Mr. J. W. C. McDermott, Mr. A. P. Brann, R.E., Col. L. F. Miller, Mr. and Mrs. Brayne, Mr. H. F. R. Perrott, R.A., Colonel Bruce, Mr. G. Pitt, Mr. John R. N. Pollock, Hon. H. E. Collard, Col. A. W. Quistoff, Mr. M. Crookenden, Col. Rumsey, R.N., Hon. Davies, Mr. W. R. Murray. Eriol, Mr. F. Sawyer, Mrs. Ezekiel, Mr. J. S. Sinclair, Mr. A. Forbes, Mr. Andrew Smith, Mr. T. J. Fraser, Mr. and Mrs. Stokes, Mr. A. G. H. W. Thomson, Mr. J. S. Graham, Mr. D. M. Wheeler, Mr. W. H. Gunprecht, Dr. M. Wilgus, Mr. W. T. Hamilton, Major Wilson, Mrs. W. and child. Harston, Dr. and Mrs. Wright, Mr. and Mrs. G. M. H. Taylor. Hse, Mr. Frank H. Jeffries, Mr. H. N.

CRABTREEBURN.

Anderson, Mr. Jas. Heimskeik, Mr. J. J. B. Bells, Mr. H. Helms, Mr. W. Brown, Mr. and Mrs. Langlands, A.O.D., H. Matheson. Capt. and Mrs. P. Crouch, Mr. J. W. Pye, Mr. E. Burns. Denison, Mr. and Mrs. Scott, Mrs. James Sisters, Govt. Civil Edwards, Mr. G. H. Hospital. Farrow, Capt. J. Spillie, Mr. and Mrs. Grimble, Mr. & Mrs. G. F. R. C.

KOWLOON HOTEL.

Dixon, Mr. and Mrs. Krebs, Capt. H. Robt. C. and family Laxton, Mr. R. W. Holden, Mr. Geo. H. Riegen, Mr. V. Holden, Capt. H. N. Saters, Mr. D. W.

EXCHANGE.

Hongkong, 3rd September.

ON LONDON, Telegraphic Transfer.....1/12

Bank Bills, on demand.....1/11 5/16

Credits 4 months' sight.....1/11 11/16

D'uncents, 4 months' sight.....1/11 13/16

ON BERLIN, (demand).....M.1.081

ON PARIS, Bank Bills, on demand.....2.45

Credits, 4 months' sight.....2.48

ON NEW YORK, Bank Bills, on demand.....472

Credits, 30 days' sight.....472

ON BOMBAY, Telegraphic Transfer.....1444

On demand.....145

ON SHANGHAI, Telegraphic Transfer.....73

Private 30 days' sight.....nom.

ON YOKOHAMA, T.T. 5% prem.

Sovereigns, Bank's Buying Rate.....\$10.30

Gold Leaf 100 touch, per tael.....\$32.25

Bar Silver.....\$32.25

Dollars.....\$32.25

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 3rd.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$500 sales
The Bank of China and Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Limited	£ 8	\$28 buyers
Do.	£ 1	\$15 sellers

<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	\$ 50	\$340 buyers
China Trade's Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Taels 180 sellers
Yangtze Insurance Association, Limited	\$ 60	\$1233
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	\$1

<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	\$ 50	\$342 sellers
China Fire Insurance Company, Limited	\$ 20	\$82 sellers

<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$341 sales and buyers.
Indo-China Steam Navigation Company, Limited	£ 10	\$135 buyers
China and Manila Steamship Company, Limited	\$ 50	\$62 sellers
Douglas Steamship Company, Limited	\$ 50	\$51
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£12 buyers.
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 10	£12 buyers.
China Mutual Steam Navigation Company, Limited—(Deferred)	£ 5	£7 buyers.
Star Ferry Company, Limited	\$ 10	\$24 buyers.
"Shell" Transport and Trading Company, Limited	£ 1	\$93 buyers.
China Sugar Refining Company, Limited	\$ 100	\$135
Luzon Sugar Refining Company, Limited	\$ 100	\$36 sellers

<b>Refineries.</b>		
<b>Mining.</b>		
Punjom Mining Company, Limited	\$ 9	\$54 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$335
Queen Mine, Limited	Cents 25	\$54 sellers
Jebeu Mining and Trading Company, Limited	\$ 5	\$12 sellers
Raub Allain Gold Mining Company, Limited	\$ 12 d. 10	\$12 sellers
Olivers Freshfield Mines, Limited A.	\$ 5	nominal
Olivers Freshfield Mines, Limited B.	\$ 5	nominal

<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$280 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$68 ex div. buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 64	\$24 buyers

<b>Lands, Hotels and Buildings.</b>		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$975 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$191 sales
Kowloon Land and Building Company, Limited	\$ 30	\$10 buyers
West Point Building Company, Limited	\$ 50	\$51 sales
Hongkong Hotel Company, Limited	\$ 50	\$125 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited	\$ 10	\$134 sales

<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$11 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40 buyers
International Cotton Manufacturing Company, Limited	Taels 100	Taels 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 45
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 300
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 12 1/2

<b>Cigar Companies.</b>		
Alhambra, Limited	\$ 500	nominal
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	\$ 10	\$211 buyers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$100 sales
Hongkong Electric Company, Limited	\$ 10	\$14 buyers
Hongkong Electric Company, Limited	\$ 10	\$14 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$14 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$173 buyers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$182 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$70 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 4	\$10 buyers
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$104 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$2 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	nominal

BENJAMIN, KELLY &amp; POTTS.

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Princess Irene	C. str.	P. Watin	Foochow	Melchers & Co.	To-morrow
Kagoshima Maru	J. str.	K. Kori	Singapore	N. Yusen Kaisha	To-morrow
Bingo Maru	J. str.	F. Davies	Moji	N. Yusen Kaisha	To-morrow
Amata Maru	J. str.	H. Goings	Japan	T. Kisen Kaisha	Sept. 7th
Natal	F. str.	Bouis	Singapore	Messageries M.	Sept. 9th
Empress of Japan	B. str.	H. Pybus, R.N.R.	Japan	C. P. R. Co.	Sept. 10th
Carlisle City	B. str.	A. L. Paterson	San Diego	Butterfield & Swire	Sept. 13th
City of Peking	B. str.	J. T. Smith	San Francisco	P. M. S. S. Co.	Sept. 19th
Gaelic	B. str.	Wm. Finch	San Francisco	O. & O. S. S. Co.	Sept. 24th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and to do so respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## Intimation.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk



## VESSELS IN PORT.

**Steamers.**  
**ARISTEA**, Austrian steamer, 2,208, G. F. Scofield, 20th Aug.—Mojito 21st Aug. Coal.—Mitsui Bussan Kaisha.  
**ATHENIAN**, British steamer, 2,440, H. Mowatt, 23rd Aug.—Vancouver, B.C. 23rd July, General.—C. P. R. Co.  
**BREMER**, British steamer, 2,316, Wm. Watt, 26th Aug.—Port Arthur 20th Aug. General.—Dodwell & Co., Ltd.  
**CLAM**, British steamer, 2,310, J. Evans, 1st 1st Sept.—Singapore 20th Aug. Bulk Oil.—Arnold, Karberg & Co.  
**COTIC**, British steamer, 2,244, J. H. Rindler, R.N.R., 30th Aug.—San Francisco 22nd Aug.—Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai (Woojung) 28th, Mails and General.—O. & S. S. Co.  
**CROWN OF ARAGON**, British steamer, 1,474, John G. Dowd, 20th Aug.—Fochow 18th Aug. Tea.—Gilmann & Co.  
**EASTERN**, British steamer, 3,500, Winthrop Ellis, 1st Sept.—Kobe 27th Aug. General.—Gibb, Livingston & Co.  
**ELSA**, German steamer, 1,702, P. Schowandt, 2nd Sept.—Hong Kong 31st Aug. Coals.—Jensen & Co.  
**FAUSANG**, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 23rd Aug. Sugar.—Jardine, Matheson & Co.  
**FOUJOW**, British steamer, 1,252, C. Smaile, 2nd Sept.—Canton 1st Sept. General.—Butterfield & Swire.  
**FREIBURG**, German steamer, 3,884, F. Proesch, 1st Sept.—Bremen 28th June, and Singapore 25th Aug. General.—Siemens & Co.  
**GLENFALLOCH**, British steamer, 1,434, R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore 18th Aug. General.—Joo Teck Sang.  
**GLENKOV**, British steamer, 3,141, Forbes Selby, 1st Aug.—Olaia 30th Aug. Coal.—McGregor Bros. & Co.  
**HINSANG**, British steamer, 1,560, P. M. B. Lake, 27th Aug.—Hong Kong 21st Aug. Coal.—Jardine, Matheson & Co.  
**HIP SANG**, British steamer, 1,040, Murray Crockett, 26th Aug.—Mojito 21st Aug. Coal.—Jardine, Matheson & Co.  
**HOHIO**, French steamer, 509, M. Meilees, 1st Sept.—Pakhoi and Hoihow 31st Aug. General.—A. R. Marty.  
**HONGKONG**, French steamer, 723, J. Pannier, 2nd Sept.—Haiphong 30th Aug. General.—A. R. Marty.  
**HUE**, French steamer, 705, G. Godnan, 1st Sept.—Haiphong 28th Aug. and Hoihow 31st, Rice.—A. R. Marty.  
**JUPITER**, British steamer, 2,109, James Reid, 30th Aug.—Shanghai 27th Aug. General.—Dodwell & Co., Ltd.  
**KATSUYAMA MARU**, Japanese steamer, 305, Hayashi, 27th Aug.—Canton 27th Aug. General.—Chinese.  
**KIUKIANG**, British steamer, 1,210, Hopkins, 2nd Sept.—Canton 1st Sept. General.—Butterfield & Swire.  
**KONG BENG**, German steamer, 835, Möller, 28th Aug.—Bangkok 22nd Aug. Rice.—Butterfield & Swire.  
**KUTSANG**, British steamer, 1,495, T. W. Selby, 31st Aug.—Java 20th Aug. Sugar.—Jardine, Matheson & Co.  
**LAI SANG**, British steamer, 2,224, G. Payne, 29th Aug.—Mojito 23rd Aug. Coal.—Jardine, Matheson & Co.  
**MAIDZURU MARU**, Japanese steamer, 667, Saitan, 1st Sept.—Anping 20th Aug. Amoy 30th, and Swatow 31st, General.—Mitsui Bussan Kaisha.  
**MICHAEL JESSEN**, German steamer, 710, Jensen, 2nd Sept.—Haiphong 29th Aug. Rice.—Jensen & Co.  
**NANSHAN**, British steamer, 1,209, Allan Jones, 1st Sept.—Bangkok 26th Aug. Rice.—Bradley & Co.  
**NESS**, British steamer, 1,061, W. Peart, 31st Aug.—Mojito 26th Aug. Coal.—Mitsui Bussan Kaisha.  
**PAKHAN**, British steamer, 1,235, F. E. Ferris, 1st Sept.—Saigon 27th Aug. Rice and Flour.—Bradley & Co.  
**PATRIA**, Danish steamer, 1,854, B. D. Larsen, 1st Sept.—Mojito 25th Aug. Coal.—Melchers & Co.  
**PERLA**, British steamer, 1,297, J. A. McArthur, 2nd Sept.—Manila 30th Aug. General.—Sheehan, Tomes & Co.  
**PICCOLI**, German steamer, 875, E. Möller, 1st Sept.—Iloilo 27th Aug. Sugar and Wood.—E. Asaie Trading Co.  
**PROTECTOR**, Norwegian steamer, 1,669, Thorsen, 26th Aug.—Mojito 19th Aug. Coal.—E. A. Trading Co.  
**ROBERT DICKINSON**, British steamer, 1,331, McDonnell, 29th Aug.—Penang 19th Aug. Bulk Oil.—Arnold, Karberg & Co.  
**SANDAKAN**, German steamer, 1,374, Brandketter, 29th Aug.—Sandakan 24th Aug. Timber.—Melchers & Co.  
**SIBIRIA**, German steamer, 4,879, Porzelins, 2nd Sept.—Shanghai 31st Aug. General.—Carlowitz & Co.  
**SITHONIA**, German steamer, 6,568, E. Burmeister, 2nd Sept.—Mojito 28th Aug. Coals.—Siemens & Co.  
**TAICHOW**, German steamer, 862, W. Reher, 28th Aug.—Bangkok 22nd Aug. General.—Butterfield & Swire.  
**TAI LEE**, German steamer, 825, T. Calender, 25th Aug.—Saigon 21st Aug. Rice.—Keyer & Co.  
**TAIWAN**, British steamer, 1,429, Dawson, 1st Sept.—Sydney 10th Aug. General.—Butterfield & Swire.  
**TIENSIN**, British steamer, 1,250, Armistead, 2nd Sept.—Canton 2nd Sept.—Butterfield & Swire.  
**TRYONIA**, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug. Kerosine.—Arnold, Karberg & Co.  
**VICTORIA**, American steamer, 2,112, J. Panton, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ltd.  
**Sailing Vessels.**  
**BRIZEUX**, French ship, 1,400, Gonio, 7th Aug.—Cardiff 17th April. Coal.—Order.  
**CELEST**, British ship, 1,764, C. A. Treff, 20th May.—Manila 5th May, Ballast.—Order.  
**GELO VALENTINE**, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.  
**I. F. CHAPMAN**, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnold, Karberg & Co.  
**LAUNBERG**, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.  
**L. SCHEPP**, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlowitz & Co.  
**MANUEL LLAGUNA**, American ship, 1,650, Nichols, 29th June.—New York 3rd May, Kerosine Oil.—Standard Oil Co.  
**MARCHESE DE VILLARD**, French bark, 1,171, Rionat, 31st May.—Cardiff 4th Jan. Coals.—E. A. Trading Co.  
**SEA WITCH**, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.  
**SUSQUEHANNA**, American ship, 2,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Siemens & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 3rd, 1901.  
**Alacrity**, despatch vessel, 1,700 tons, 10 guns, 1,000 h.p., Comdr. G. G. F. M. Cndock, Shanghai.  
**Algerine**, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.  
**Arctura**, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Woosung.  
**Argonaut**, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.  
**Asura**, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.D., Shanghai.  
**Aurora**, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Dayly, C.B., Fochow.  
**Barfleur**, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. W. Warrender, Nagasaki.  
**Blenheim**, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.C., Woosung.  
**Bramble**, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
**Brisk**, 3rd-class cruiser, 1,700 tons, 76 guns, 5,600 h.p., Commander Sir Bouchier Wray, Burt, Singapore.  
**Brimar**, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Fochow.  
**Daphne**, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. G. Pakenham, Japan.  
**Dido**, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. T. Lillard, cruising.  
**Eclipse**, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Captain Slopier, Amoy.  
**Endymion**, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.  
**Exe**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.  
**Fame**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.  
**Firebrand**, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Canton.  
**Glory**, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corter, Wei-hai-wei.  
**Goliath**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wint, Shanghai.  
**Handy**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., in reserve.  
**Hart**, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Handy.  
**Hummer**, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.  
**Isis**, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Hongkong.  
**Janus**, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
**Lionel**, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.  
**Lizard**, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, Singapore.  
**Ocean**, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.  
**Orlando**, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.  
**Otter**, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Shanghai.  
**Phenix**, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.  
**Pigmy**, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, Canton.  
**Pique**, twin screw, 2nd-class cruiser, 3,900 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
**Plover**, 1st class gunboat, 455 tons, 6 guns, 870 h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.  
**Rambler**, surveying ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
**Redpole**, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Com. C. F. Corbett, Shanghai.  
**Robin**, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. G. G. Webster, West River.  
**Rosario**, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.  
**Sandpiper**, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Carr, West River.  
**Snipe**, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.  
**Swift**, 2nd-class gunboat, 755 tons, 6 guns, 870 h.p., in reserve Hongkong.  
**Taku**, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.  
**Talbot**, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.  
**Tamar**, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
**Terrible**, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
**Tweed**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
**Waterwitch**, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. Lyne, Wei-hai-wei.  
**Whiting**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.  
**Wivern**, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
**Woodcock**, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kiukiang.  
**Woodlark**, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.  
**Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38**, first-class; and 3 second-class boats.  
**Miscellaneous.**  
**Aspern**, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
**Holland**, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.  
**Kaiserin Elisabeth**, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.  
**Koningin Wilhelmina der Nederlanden**, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossum, Swatow.  
**Leopard**, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.  
**Liberal**, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
**Maria Theresa**, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.  
**Piet Hein**, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.  
**Zaire**, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
**Zenta**, Austrian cruiser, 2,200 tons, Captain Runst, Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
**Admiral Korniloff**, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Yakovlev, at Nagasaki.  
**Admiral Nakhimoff**, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tsingtao.

**Albatross**, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskay, at Nagasaki.  
**Borvo**, Russian gunboat, 1,150 tons, 10 guns, 1,450 h.p., Captain Dolzovskiy, at Taku.  
**Dimity Donskoy**, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
**Gaidamak**, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikov, at Taku.  
**Grigoriyatchy**, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
**Korovyay**, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Shtemann, at Taku.  
**Mandjour**, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
**Navarin**, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
**Nayadnii**, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarne, at Nagasaki.  
**Odyanay**, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Shanghai.  
**Petrovskiy**, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.  
**Poltava**, Russian battleship, 10,600 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
**Rossia**, Russian armoured cruiser, 12,400 tons, 21 guns, 14,500 h.p., Capt. Demoloff, at Nagasaki.  
**Rochynskiy**, Russian cruiser, 1,230 tons, 1,780 h.p., 11 guns, Capt. Konaroff, at Singapore.  
**Rurik**, Russian battleship, 10,940 tons, armoured twin screw, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
**Sevastopol**, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melensky, at Nagasaki.  
**Silatch**, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barinoff, at Nagasaki.  
**Sissot Veliky**, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.  
**Sivouch**, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Subatin, at Nagasaki.  
**Suevaborg**, 1st class Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
**Vladimir Monomach**, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.  
**Vostok**, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
**Vladiv**, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulias, at Taku.  
**Zabiaka**, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.

## (1st and 2nd class.)

**Delphin**, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
**Forel**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Fenrichich**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Kasatka**, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.  
**Kit**, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.  
**Nargen**, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
**Novorussk**, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
**Podoronsk**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Sisik**, Russian torpedo boat, 73 tons, 1 gun, 220 h.p., 16 knots.  
**Skat**, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.  
**Skorpion**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Soolchka**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Som**, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
**Sterlaid**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Strauss**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Sungur**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA (SEA GOING).

**Borgo**, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.  
**Revel**, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
**Ussuri**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. V. Dubossioff.  
 \* Flagship of Rear-Admiral Renuhoff.

## THE GERMAN SQUADRON.

**Bussard**, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
**\* Furst Bismarck**, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
**Gefion**, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
**Geier**, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.  
**\*\*\* Hansa**, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.  
**Helia**, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.  
**Hertha**, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.  
**Ilia**, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Sthamer, at Canton.  
**Irene**, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
**Jaguar**, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.  
**Kaiserin Augusta**, German cruiser, 6,331 tons, 30 guns, 12,000 h.p., Capt. Giliel, at Amoy.  
**\* Kurfurst Friedrich Wilhelm**, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.  
**Luchs**, German gunboat, 850 tons, 10 guns, Comdr. Dehnard, at Shanghai.  
**Schwalle**, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
**Seeadler**, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
**Tiger**, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstidt, at Shanghai.  
**Weissenburg**, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy.  
**Wurth**, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
**K. F. Wilhelm**, German battleship, at Nagasaki.  
**No. 90**, German torpedo-boat, 320 tons, Capt. Hoefner, at Shanghai.  
**No. 91**, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
**No. 92**, German torpedo-boat, 320 tons, Capt. Flutrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \*\* Flagship of Rear-Admiral Geissler.  
 \*\*\* Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

**Alouette**, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.  
**Amiral Charner**, 2nd-class cruiser, 1,700 tons, Capt. Balthine, at Taku.  
**Bengali**, 2nd class despatch boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.  
**Bugeaud**, 2nd class cruiser, 4,000 tons, 10 guns, 9,000 h.p., Capt. Delavre, at Shanghai.

**Chastel**, 2nd-class cruiser, 1,400 tons, 20 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
**Comet**, gunboat, 600 tons, Capt. Lotie, at Canton.  
**Decade**, gunboat, 690 tons, Capt. Maresubetto, at Taku.  
**\* D'Entrecasteaux**, 1st class cruiser, 8,100 tons, 20 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
**Descartes**, 2nd class protected cruiser, 4,000 tons, 36 guns 831 h.p., Captain Sauthe, at Shanghai.  
**Eure**, Dispatch-transport, Capt. Vallée, at Saigon.  
**Friant**, gunboat, 693 tons, Capt. Adam, at Japan.  
**Guthrie**, 1st-class cruiser, 5,000 tons, Capt. Perem, at Shanghai.  
**Jean Bart**, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
**Karsaint**, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.  
**Lion**, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
**Patrol**, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Moutet, at Shanghai.  
**Styx**, 3rd-class cruiser, 1,800 tons, Capt. Vincenit, at Hongkong.  
**Surprise**, gunboat, 700 tons, 10 guns, 800 h.p., Capt. Mornet, at Shanghai.  
**Ville d'Alger**, monitor, 944 tons, Captain Boissessart, at Hongkong.  
**Viper**, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.  
 \* Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

**Albany**, U.S. cruiser, 3,500 tons; Comdr. J. E. Craig, at Manila.  
**Bennington**, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
**Brooklyn**, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.  
**Callao**, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.  
**Castine**, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
**Celie**, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.  
**Concord**, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
**Culgoe**, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
**Don Juan de Austria**, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
**Glacier**, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.  
**Helena**, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
**Tris**, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
**Isla de Luzon**, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.  
**Kentucky**, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.  
**Manila**, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naro, at Manila.  
**Marietta**, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.  
**Monardoch**, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.  
**Monocacy**, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
**Monterey**, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.  
**Nashville**, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
**Nevarck**, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.  
**New York**, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.  
**Oregon**, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,117 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.  
**Petrel**, U.S. gunboat, 895 tons, 4 guns, 1,005 h.p., Comdr. C. C. Cornwell, at Manila.  
**Princeton**, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.  
**Scindia**, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.  
**Wheeling**, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.  
**Wilmington**, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.  
**Yorktown**, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.  
**Yosemite**, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.  
**Zafro**, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

## THE ITALIAN SQUADRON.

**Calabria**, Italian cruiser, 2,945 tons, Capt. C. Cantelli, Shanghai.  
**Elba**, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.  
**Fiermosca**, Italian cruiser, Capt. Carlo Negri, Shanghai.  
**Stromboli**, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.  
**Vesuvio**, Italian cruiser, 4,500 tons, 14 guns, 6,620 h.p., Capt. Zesi, at Shanghai.  
**Vetter Pisani**, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

## JAPANESE MEN-OF-WAR.

**Battleships.**  
**Asahi**, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Mitsu, at Japan.  
**Yashima**, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.  
**Fuji**, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.  
**Chinyen**, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.  
**Coast Defence Ships.**  
**Matruhama**, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.  
**Isukushima**, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.  
**Hashidate**, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.  
**Kongo**, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.  
**Hiyei**, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tokoi, at Japan.  
**Heiyen**, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.  
**Cruisers.**  
**Kasagi**, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.  
**Chitose**, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.  
**Akashi**, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.  
**Yakumo**, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.  
**Narutaka**, protected cruiser, 1st class, 3,700 tons, 24 guns, 11,700 h.p., at Kure.  
**Takachi**, protected cruiser, 1st class, 3,700 tons, 24 guns, 11,700 h.p., at Kure.

**Chiyoda**, protected cruiser, 1st class, 2,